

NEW AGREEMENT READY

**HOW WESTERN RAILWAYS PROPOSE
TO PROTECT THEMSELVES,**

**And at the Same Time Avoid Conflict
with the Interstate-Commerce Law
—Terms of the Compact.**

The new agreement of the Western Passenger Association is, in the opinion of the members of the committee which formulated it, the best and strongest agreement the Western lines have ever had in connection with their passenger business. In preparation of the agreement, the agents on the committee have had the advantage of co-operation of a number of the legal advisers of the leading roads in the association, and they are positive that there is nothing in the agreement that will in any way violate the law. The committee has recommended that the association retain the old name of the Western Passenger Association, and has declared in the agreement that the object of the association is "protection of the lines members and their passengers against all forms of unfair competition, protection against illegal competition and against the use of the lines by carriers of common interest." In connection with the association proper, four subsidiary bureaus are to be maintained—the

clergy bureau, the mileage ticket bureau, immigrant bureau and the bureau of excursion rates and arrangements. Provision is made for the organization of other bureaus, as the occasion shall warrant.

The meat of the new agreement is in the section providing that all parties to the

agreement providing that all parties to the agreement shall file with the chairman all rate sheets, circulars, rules and regulations pertaining to passenger business subject to the association, and the chairman, as the agent of each individual line, shall disseminate such information. It is also provided that the chairman shall act as the agent for all the roads parties to the agreement in compiling and publishing joint rate sheets, and shall file for the individual lines with the Interstate-commerce Commission all rates necessary under the law.

It was thus declared to be the duty of the Interstate-commerce Commission to see that no law could be enacted, prevent all violations of the interstate-commerce law or other federal or state law, and that the Commission should cooperate with the federal authorities and the states to prevent such violations. It was a radical departure from the custom of the roads in the past, as they have been accustomed to operate under the supervision of the Interstate-commerce Commission. Now, however, if the roads cannot enter into an agreement with the Commission, it has determined that there shall be a limitation of rate cutting as possible. It stated in the decision that "it is the agreement shall be considered as preventing any further rate cutting until the agreement changing rates of fares." This provision, the legal advisers of the committee declare, is in accordance with the decision of the Supreme Court decision in order that all roads shall have an opportunity to meet the competition on a level playing field. When any one line shall determine to reduce any rate it shall be the duty of the Interstate-commerce Commission to inform the chairman, and he shall at once notify all the other roads. The Interstate-commerce Commission will give the roads ten days old agreement a notice of ten days was necessary to the reduction of rates, but

become effective at once upon the notice given to the chairman. The powers of the board are limited by the fact that his decision is to be binding upon any matter submitted to him until it is reversed by a vote of a majority of the members present. He also has access to the books of the company at any time.

Under the agreement, local associations will be organized in St. Louis, St. Paul, Kansas City, Leavenworth, Omaha, including Council Bluffs, Des Moines, St. Joseph, Lincoln, Chicago, Minneapolis, St. Cloud, Springfield, Pueblo, San Francisco, including Oakland, Los Angeles, Portland, including Seattle, Tacoma, Vancouver.

The local associations are to investigate charges of rate cutting which may be made against their members, and to report them to the national association. The

maximum fine for the sale of one ticket at a cut rate is to be \$10, and for more than one ticket, \$20. It is also prohibited for scalpers, or facilitating the ticket brokerage business in any manner, is strictly prohibited. This is under the general and local agreements.

Competent Receivers.

One of the older of the stockholders of the Terre Haute & Indianapolis road, who had just completed the reading of the official statement of V. T. Malott, receiver of the Vandalia lines, said: "That report looks much more encouraging. I have owned stock of the T. H. & I. for nearly forty years and until two years ago received div-

tends regularly every six months. The way things have been drifting of late I feared the stock was of but little value, but this financial exhibit gives me much encouragement. Under depressed times and unfavorable conditions the Vandalla

February, the poorest month in the year, make a good exhibit. Receiver has filed a report showing that since he took the receivership, Nov. 14, 1886, he has paid expenses of every character, for the Vandalla lands and stock for six months' interest on the Terre Haute & Indianapolis bonds, which is upwards of \$25,000 in excess of the income. Could the Vandalla continue that period, could the Terre Haute & Indianapolis shake off the

Terre Haute & Peoria 1 am confident that the road will be formed soon with the coming of better times, soon be receiving dividends as in former years. Judge Woods has been successful in securing the following subscribers, including V. T. Mallott, for the Vandalia: R. B. F. Peirce, for the Toledo, St. Louis & Kansas City; J. C. Peirce, for the Louisville, Evansville & St. Louis. The first year Receiver Peirce took hold of the St. L. & K. C. E. showed an increase in the road's earnings of \$205,000, and should the earnings keep up as well the remaining ten weeks of the present fiscal year the earnings will be \$400,000. The road will show an increase of \$271,000 over the year ending with June 30, 1896, or an increase of \$82,000 in the two years ending with June 30, 1897. The condition of the road has

been improved with each year and \$35,000 worth of new equipments added every dollar. On the Louisville, Evansville & St. Louis Receiver Jarvis has made an enviable record, handling the load in 1930 with 100 per cent of the equipment making improvements that were badly needed to track and equipments, and doing much to increase the efficiency of the business. He was not allowed to drift away through too much anxiety to make it a great through line. With business general, the Louisville, Evansville & St. Louis will become a much more important line between St. Louis and Louisville than at any former period.

Will Lead to Trouble.

There is a good deal of opposition to the

recent ruling of the board of managers of the Joint Traffic Association, which, after May 1, makes it necessary for a traveler, if he wishes to take the quickest route to New York or other points, to pay, vice versa, to pass on to three dollars extra fare. This ruling, which is a matter of course, is an injury to the traveling public and discourages the most direct lines in the matter of giving superior equipment and fast service. To patrons of the respective lines the differential of the fastest line gives just grounds for complaint. Of course, the ruling is not a matter of a service to kill off competition and make one road as good as another no matter how inferior.

traveler who wishes to ride on Trains 2, 5, 20 or 21 over the Vandalla and the Pennsylvania lines, or on the Delaware and Raritan, or on the Camden and Vanderbilt lines, must pay an extra fare. In passenger circles it is thought the change will be held in abeyance until the summer of 1910, but it is probable that the arrangement will be short lived. The worst feature of the case is that if all lines are to be required to pay for the privilege of carrying passengers, the number of passenger representatives at terminals and divisional points, as the person who has the right to pay the fare by the price he wants to pay for a ticket.

Personal, Local and General Notes.
Oscar Murray, receiver, and D. B. Martin, traffic manager of the Baltimore & Ohio

I. D. Stimson, passenger conductor on the Evansville & Terre Haute, was collected here yesterday by the serious illness of his mother.

The Cincinnati, Hamilton & Dayton has purchased additional ground at Lima, and will, on May 1, begin the erection of new shops at that point.

The Eastern apportionment committee of the Southern Freight Association is to

From the Call, Lafayette, Ind.

"I know positively that I was cured by Dr. Williams' Pink Pills. I was persuaded

clues, but to no avail. As I said, I finally N. 1., for 500. per box, or six boxes for 3000.

ing compressed air in removing paint from iron. When the air is turned on the paint melts off and leaves the iron clean.

A. Robertson, trainmaster of the Fitchburg road for twelve years

A Pennsylvania official yesterday re-

At a meeting of the board of directors of the Pennsylvania the question of closing general offices the year round at noon vision.

The change of life, that is what mother is dreading, and no wonder, for it is full

ness flees from the sunlight. You can get it at any reliable druggist's.